

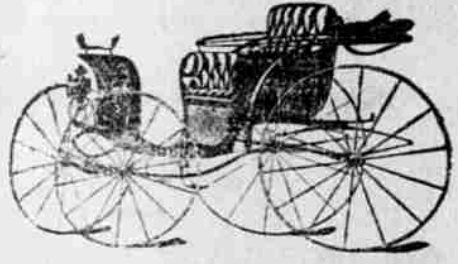
Just Received, via

American-Hawaiian "Californian" and
Spreckels' Line "Zealandia"

AN IMMENSE ASSORTMENT

20th Century Vehicles

Our buyer, who left here in December, purchased for us the latest novelties in Vehicles, Harness, Robes, Whips and Lamps to be found in the United States.



They have just arrived and the exhibit is one worthy of your attention—they comprise the best to be found in a market that is noted for its superior style, design and workmanship.

The Runabouts, Surreys and Buggies are superbly finished and are supplied with the latest inventions—Rubber Tires, Ball Bearing Axles and Quick Shifting Shaft Couplers.



We keep in stock full line of Surreys, Phaetons, Buggies, Cabriolets, Landaus, Victorias, Carts, Traps, Sulkeys, Buckboards, Speed Wagons, Runabouts.

GLAD TO HAVE YOU CALL ANY TIME.

We make and repair harness. We carry a full line of all parts pertaining to vehicles, springs, axles, wheels, carriage hardware, horse shoes, iron, etc.

Pacific Vehicle & Supply Co.

DAY BLOCK BERETANIA STREET.
HONOLULU, H. T.

IMPORTANT TO

Horsemen



Wilbur's White Rock Hoof Packing

A natural rock that will absorb four times its weight of water, making soft, yellow paste. It is cold and moist to the sole and frog of the foot, replaces the natural moisture and penetrates into the foot, making it soft, tough and healthy.

Wilbur's Seed Meal

For horses off their feed or in poor, thin condition that needs improvement. One pound lasts a horse sixteen days if fed according to directions.

—SOLE AGENTS FOR—

Wilbur's Horse Remedies

Manufacturing Harness Co.

Importers and Manufacturers of

Fine High Grade Harness

Large assortment on hand and made to order.

CORNER FORT AND KING STREETS.

P. O. Box No. 322.

Telephone No. 228.

SPONGES

All kinds and sizes.

We have MEDITERRANEAN BATH and FINE TURKEY CUP, the kind for Baby's Bath.

FLORIDA SHEEP WOOL and VELVET SPONGES, the kind you want for your carriages.

Chamois Skins

Large and small, for toilet purposes, and for polishing silver, etc.

OIL DRESSED SKINS FOR STABLE USE.

HONOLULU DRUG CO.

Von Holt Block, 61 King St.

A. H. OTIS.

:-:

OTTO A. BIERBACH.

FONTELLA

Largest, and Most Satisfactory

CIGAR

Sold in America.

A Long Smoke for a Nickle

ON SALE AT Hawaiian Tobacco Co.'s Stores,



Sea and Shore

EARLY yesterday afternoon the Toyo Kisen Kaisha America Maru, Captain Going, arrived in port from the Orient and docked at the Pacific Mail wharf. There were a great many people on the wharf to see her come in and those who arrived for Honolulu had lots of friends to meet them. The Maru sailed from Hongkong on February 7 and left Yokohama on the 17th. She brought 883 tons of Oriental merchandise for this port and five Chinese and six Japanese in the steerage. She sails for San Francisco, with mail, at 7 o'clock this morning.

Passengers arriving for Honolulu on the Maru were Mr. and Mrs. S. T. Alexander and Miss Alexander. Passengers going through to San Francisco are E. Anderson, A. L. Arundel, P. H. Bilgen, Miss Ione Clement, Captain G. W. Connor, Mrs. G. W. Connor, Master M. Connor, Prince Enzaltischeff and valet, Rev. C. H. D. Fisher, John T. Garrison, Surgeon T. Honda, I. J. N. Surgeon S. Iwasaki, I. J. N.; M. Katayama, Lieut. Nikitin, I. J. N.; W. Russell Nevins, John de Ryke, Miss Helen Topping, Miss M. M. Wheeler, Baron von Polenz and R. Yoshida.

In the steerage for San Francisco there are 13 Europeans, 25 Chinese and 30 Japanese. The America Maru enjoyed a very pleasant passage from the Orient.

The Fate of the Toppallant.

The fate of the bark Toppallant, the vessel which arrived here two or three days ago from Manila, in distress, is as yet undecided. Almost as soon as the bark arrived in this port the captain got rid of his crew of Filipinos and others which he shipped in Manila. He was very glad to let them go. They were absolutely no good as sailors, except one or two, and how Captain Lunvaldt ever managed to bring his vessel to port through the weather which was experienced, with such a crew, is a wonder to all on the waterfront.

The Toppallant is now deserted except for the captain and his wife and a visitor and the cook. A customs inspector was at first stationed aboard the bark and it was anything but an entertaining watch which he had to stand. He got very lonely watching nothing and, lately, after an examination had been made of the vessel and nothing dutiable was found aboard her, the customs inspector was withdrawn. Captain Lunvaldt does not know whether he will have a ship or not when he leaves this port. He will notify the owners of the bark of the condition of his vessel by the first mail. He is of the opinion that it will cost about \$20,000 to put her in a seaworthy condition.

Captain Lunvaldt wants a private commission to pass upon the condition of the vessel and determine as to the nature of the repairs necessary before she will be in proper shape. He proposes that Captains Ward, Fuller and Sorensen compose the commission. Then, after they have approved of the repairs, providing the owners are willing, the vessel will be put in a condition for sea. A board of inquiry will be instituted to pass upon the seaworthiness of the bark and if their decision is favorable she will leave port. But should the owners decide not to spend the money necessary to refit the vessel she will probably be sold in this port.

Captain Lunvaldt called for an inspection of his vessel by the Federal inspectors now here. He stated in his application that twenty-eight of her hanging knees are broken, most of her fastenings carried away, two beams amidships are broken and that the vessel strained heavily as the result of her rough experience with the elements. A board of survey appointed by the underwriters to pass upon the vessel has condemned her. It is said that it would cost between \$20,000 and \$30,000 to put her in a seaworthy condition.

Not a Prisoner Long.

When the steamship America Maru came into the harbor yesterday afternoon from the Orient there was a young man who had important business aboard and who was in a hurry to get on the vessel. He happened to be on the tug Fearless at the time that the tug was alongside of the big vessel, just before she docked. He saw his opportunity and, as the officers of the vessel made no objection, he sprang aboard of the America Maru and proceeded about his business. A customs inspector noticed his presence aboard and asked him how he got on. The young man informed the customs man concerning the particulars of his boarding the Maru. It seems that he is only recently from the Coast and is not familiar with the regulations regarding the entry of vessels from foreign ports, or going to foreign ports, or belonging to foreign companies. The customs man very politely informed the enterprising young man that he would have to remain aboard the vessel until he, the customs man, had attended to his case. In fact the young man was a prisoner aboard of the big steamship and was supposed to remain on the vessel until he was given permission to land or until the local customs department had decided what to do with him. He was naturally a little embarrassed, for he did not know whether he would be expected to pay \$1,000 out of his own pocket or whether the captain of the vessel would have to dig up that tidy little sum for permitting him on the boat before the vessel had been properly entered at the custom house.

The young man was thinking over these things in the smoking room of the steamer after the vessel had been moored to the wharf and after all the passengers had gone ashore and after the people from shore had been allowed aboard. It was there that a friend of his found him and heard from his

lips the story of his imprisonment aboard. The friend went out to recruit and soon returned and reported that the customs man who had been on guard at the head of the gangway had disappeared into the regions below somewhere, and that the coast was clear. So the young man who had been a prisoner and his friend walked leisurely down the gangway and gained the shore.

Seeking His Wife.

A Japanese with murder in his eye and a dangerous looking knife in his clothes stood guard upon the Inter-Island wharf all yesterday watching for a man and a woman who had been the cause of great unhappiness to himself.

It is said that if a certain Japanese couple had attempted to take passage on the steamer Noeau there would have been blood spilled on the wharf and trouble all around.

The name of the angry watcher is Masamoto. He told those on the wharf who took the trouble to question him concerning his strange actions that his wife, Siya, had deserted him for another Japanese who was more tender in years and whose face was a greater attraction than his own. The Japanese was very much worked up over his family troubles and it was suggested that the loss of his wife and baby might have affected his mind.

It seems that Masamoto was also on guard on Wednesday, thinking that the Noeau would sail on that day, and believing that his wife and the "other fellow" would be outgoing passengers. He watched for eight hours on Wednesday, got tired and went home. Early yesterday morning he was back again on the wharf watching every Japanese woman who made her appearance.

Masamoto's story was to the effect that he and his wife had lived at Aiea, where he was employed cutting bananas. They had a child three years of age. His wife seemed to be perfectly happy until one Masanaka made his appearance. The woman deserted her husband for Masanaka. On Tuesday, when the husband went to his home, he found that his wife and Masanaka had fled, taking the baby with them.

The woman had not forgotten to take all of her husband's savings with her. Masamoto understood that the couple were going to Kauai, so the husband was on hand at the wharf the next morning to face them and come to some understanding. He was still watching for his wife when the steamer was ready to sail yesterday afternoon.

Concerning the Tug Eleu.

There are many people on the waterfront who are wondering why it was that the tug Eleu went to Kauai to pull the schooner Surprise off the reef when she was so busy a little while ago that she could not be spared to take certain customs officials to Kauai to look out for schooner regulations there.

The Eleu left for Kauai on Wednesday night. She is to be gone as long as her services are needed by the firm which chartered her. Uncle Sam was in the tug the day she was declared a United States vessel.

It was said at the time that the Superintendent of Public Works declared the Eleu a United States vessel, that this was done so that the Eleu would not have to stand the examination by the inspectors of hulls and boilers. It is a well known fact, among waterfronters, that the Eleu's hull is in no condition to pass inspection. Her machinery is said to be all right, but her bottom is sadly in need of repairs.

The Eleu is in no condition to make the trip to Kauai, say those who know. She is without sails, life-saving apparatus, boats, etc., and is in no condition to venture far out of the harbor.

The Eleu is a very ancient boat, and is generally supposed to have been assigned for the rest of her natural life to the towing of garbage scows out to sea.

It is quite a trip to Kauai from this port, and in the event of the Eleu's engines breaking down she would be in a serious predicament, for she hasn't masts and sails for use in case of accident. The situation is humorous in many particulars. The tug has been declared to be the property of Uncle Sam; then when Uncle Sam asked for the use of the boat, through his agents, the customs authorities, she could not be secured, and now that a private party is paying money for the use of the tug, she is suddenly available, and it is found that she can be spared to go to Kauai to pull a wrecked schooner off the reef, although she is in no condition to venture on any trip, beyond towing garbage scows, having no masts or sails, or anything else in case of an accident.

World's Naval News.

The French navy will have no less than 300 torpedo boats and 55 submarine boats in 1906 if the present program, for which \$22,660,000 has been appropriated, is carried out.

The recent trials of the French cruiser Catnat, of 4,995 tons, are worse than at first reported. The vessel reeled off 20 knots when accepted from the contractors, but during her commission trial of twenty-four hours, the speed averaged only 13 knots, and barely 17 knots for two hours.

A gigantic dredging job has just been completed after seven years' labor. The entrance of the Hamvaze, Devonport, and the harbor beyond it have been deepened so as to allow vessels of deepest draught to enter and he safely anchored. At one time several bars in the river showed only four feet at low water, and 700,000 tons of rock have been removed to get a uniform depth of thirty feet at low water.

The German cruiser Victoria Louise of 5,550 tons has disappointed her designers, as her speed under forced draught with 10,000 horsepower was only 18.50 knots, where 20 knots was calculated. The Freya and Hertha, sister ships to the Victoria Louise, are also said to be deficient in speed. The latter is fitted with Durr water-tube

boilers; the Hertha has Belleville, and the Freya has Viellousse boilers.

The explosion of a tube in a Belleville boiler on board the new sloop Muntine last December caused the death of a stoker. Before the coroner's inquest closed testimony was given that the metal of the burst tube was of good quality, but the fact that a piece of wrought iron and some wood had been found in one of the tubes when the other boilers were opened after the accident had a strong appearance of malice on the part of some unknown person.

Great Britain is evidently short of men for its navy, and wild rumors were in circulation in Portsmouth when the admiralty recently called for a hundred naval pensioners to go on board the coast guards. There is a ship short in the West Indies for lack of men to commission a relief, and it has been found necessary to draw from the coast guards young and serviceable crews to be replaced by the pensioners, most of whom are close to fifty-five years of age, the extreme limit at which they are liable to be called for active service.

Chief Constructor Hichborn does not approve of the 18,000-ton battleships which England contemplates building. The ships will carry no heavier armor and will not be faster than those of 15,000 tons now being built. Their only advantage will be in their seven 8-inch guns, while the drawback would be a draught of probably twenty-eight feet, presenting larger target, increased coal consumption, and a material increase in cost as compared with the less ungainly vessels building.

The expenditures for new ships and armaments in the Japanese navy are calculated to reach \$10,000,000 for the period of 1897 to 1906. The greater part of the naval program, begun in 1897, has been completed, and while practically all the ships have been built abroad naval affairs have been neglected at home. A Japanese officer has invented a new smokeless powder, which is being introduced in the navy; the gun factory has been enlarged and improved with the view of making the largest caliber guns at home, and it is reported that an armor plate factory is to be established.

The British admiralty has ordered experiments to be made with torpedo-boat destroyers with a view of improving their steadiness as gun platforms. The intention is to fit bilge keels to the destroyers if it can be done without materially reducing their speed and maneuvering efficiency. The vessels to be experimented with will first be tried at speeds of 15, 20 and 25 knots, of which full data as to horsepower and turning capabilities will be taken, after which trials the boat will be taken, fitted with bilge keels and again run over the same speeds as at the prior trial, and a comparison of the results under the two different conditions will indicate the advisability of sacrificing speed in order to make the boats more steady at sea.

Launch in Trouble.

During the absence of the "United States" tug Eleu, Young's gasoline launch is supposed to take charge of the work of towing the garbage scows out to sea. This work the launch commenced yesterday. The launch did not accomplish very much, however, for it met with an accident before it had progressed very far with the work.

One of the Young brothers was in charge of the launch at the time of the accident. In some mysterious manner the launch got tangled up with the coal at the old Fishers' wharf and bumped into the mudbank on the Ewa side of the wharf. When she began to bump a little bit everything began to go wrong with the boat. She broke her wheel and bent her screw, and smashed her steering gear beyond all usefulness. Considerable repairs will be necessary before the launch can resume the work of the Eleu.

Three Ships From the South.

Yesterday three vessels arrived in this port from Newcastle, New South Wales, on coal. They were the Norwegian bark Fantasi, Captain Anderson, seventy-nine days out; the American schooner Olga, Captain Johnson, and the American schooner Transit, Jorgensen, sixty-seven days out.

The tug Fearless brought them all into the harbor.

The Fantasi experienced light winds and calm almost all the way from Australia. When she neared the Hawaiian Islands, however, she met with rather rough weather.

The steward of the Fantasi died during the voyage, from some stomach trouble. He was buried at sea on the 16th of February.

Shipping Notes.

The German tramp steamship Eva, Captain Peterson, which put in here for coal, on her way to the Orient, from San Francisco, sailed for Yokohama yesterday morning at 8 o'clock.

The transport Sheridan sailed for Manila yesterday morning at 7 o'clock. The bark R. P. Rithet sails tomorrow for San Francisco with a load of sugar.

The America Maru sails for San Francisco this morning at 7 o'clock. The Mariposa is due to arrive here tomorrow from San Francisco with four days' later news and mail.

The Inter-Island steamer Iwawani, Captain Gregory, arrived yesterday from Kauai.

The Inter-Island steamer Mauna Loa will sail at 10 o'clock this morning for Lahaina, Maalaea, Kona and Kau.

The schooner Lady sails this morning at 10 o'clock for Koolau ports.

The Zealandia sailed for San Francisco direct last night. The plan of sending her to Hilo was changed yesterday morning, as it was found that she could not get any sugar there. She took no cabin passengers. The America Maru will beat the Zealandia to the Coast.

The big steamship American will be dispatched to New York via the Horn on Tuesday.

The steamer Noeau sailed for Anahola yesterday afternoon. Miguel Lujan has been appointed freight clerk on the steamer Mauna Loa.

The barkentine Benicia sailed for San Francisco on Wednesday afternoon with a full load of sugar.

The schooner Muriel is taking the sugar brought by the steamer Iwawani. Admiral Archie Gilliland has made application for master's papers on sailing and steam vessels of unlimited tonnage on any ocean.

There was a strike aboard the steamship American, lying at the Railway wharf, yesterday morning. The stevedores working in hold No. 2, about twenty men, quit work, saying they would not stand the abuse of their lunas, who, according to the story, were using language towards them. Men were taken from the schooner Muriel to take the place of the striking laborers, and new men had to be secured for the Muriel.

The American ship Jab-z Howes cleared at Tacoma on the 14th of February for this port, with coal.

VESSELS IN PORT

ARMY AND NAVY.

U. S. tug Iroquois, Pond, Midway Island, August 5.

MERCHANTMEN.

(This list does not include coasters.)

Aloha, Am. schr., Fry, San Francisco, February 13.

American, Am. s.s., McDonald, Tacoma, February 9.

C. D. Bryant, Am. bk., Colby, San Francisco, February 17.

C. F. Sargent, Am. sp., Melville, Tacoma, February 22.

Carrollton, Am. bk., Hayes, Tacoma, February 17.

Chas. E. Moody, Am. sp., Anderson, Tacoma, February 18.

Charles F. Crocker, Am. bk., Dewar, Newcastle, February 2.

Chas. E. Falk, Am. schr., Henningsen, Tacoma, February 17.

Diamond Head, Am. bk., Peterson, San Francisco, January 30.

Emily F. Whitney, Am. sp., Brigman, January 13.

Fantasi, Nor. bk., Anderson, Newcastle, February 28.

Gerard C. Tobey, Am. bk., Gove, Tacoma, January 16.

Geo. Curtis, Am. sp., Calhoun, San Francisco, February 18.

Hayden Brown, Am. bk., Paulsen, Newcastle, February 17.

James Drummond, Am. sp., Skewes, Newcastle, February 3.

Muriel, Am. schr., Carlson, Newcastle, February 1.

Olga, Am. schr., Johnson, Newcastle, February 28.

Passapout, Nor. bk., Neilson, Sydney, February 18.

Planter, Am. bktn., Chase, San Francisco, February 16.

Rosamond, Am. schr., Ward, San Francisco, February 18.

Reporter, Am. schr., Dahloff, Grays Harbor, February 15.

R. P. Rithet, Am. bk., McPhail, San Francisco, December 23.

Robert Levers, Am. schr., Underwood, Port Gamble, February 12.

S. N. Castle, Am. bk., Nilsson, San Francisco, January 22.

Top-Gallant, Am. bk., Lunvaldt, Manila, February 22. In distress.

Twilight, Am. schr., Ceuthen, from sea, January 21.

Transit, Am. schr., Jorgensen, Newcastle, February 28.

W. G. Irwin, Am. bgr., Genereaux, San Francisco.

Wm. Olsen, Am. schr., Rorvik, Grays Harbor, January 28.

W. H. Dimond, Am. bktn., Hansen, San Francisco, February 15.

Big Profit Realized.

The fact that the German ship Otto Gildemeister, on which 90 per cent re-insurance is quoted at San Francisco, is nearing port, has greatly benefited insurance speculators. They will receive \$153,000 from an investment of \$22,000. The Gildemeister is among the long overdues for the Oregon coast, and has been practically given up as lost. As has been told, however, the ship was spoken by the schooner Fred B. Sander in north latitude 33:50 and longitude 127:30 west, dismasted and making for San Francisco.

The Otto Gildemeister is a staunch vessel of 2,009 tons register. She left New York on May 21 for Yokohama, sailing from that port November 15 for Portland. All on board were reported well.

The Sierra Miranda, now eighty days out from Hongkong, and the Sierra Cordova, both under charter to Balfour Guthrie & Co., to load grain at Tacoma, are among the vessels which shipping men are expecting to hear from daily.

The German ship Peter Rickmers, although not quoted as overdue, sailed from Hongkong for Astoria five months ago, in ballast. She departed from the usual route, however, and struck off down the China seas, supposedly to avoid the unfavorable winds which blow over the North Pacific at this season of the year. She sailed from Hongkong September 28.

Competition during the coming season, however, is likely to be somewhat keener than a year ago, owing to the expressed determination of the Canadian Pacific to go after a slice of the Alaskan business and divert it to Victoria and Vancouver. In fact, there are shipping men in Tacoma who say that before the coming season ends they expect to see a rate war in both freight and passenger traffic in the north. The number of steamers going north this season will show an increase over 1900 and a failure to obtain a satisfactory division of the business is said to be far more likely to result in a cut in rates than in the taking of the non-paying craft off the run.

Why Suffer

the heat under your iron roof when
the temperature can be reduced
from 15 to 20 degrees at a small
cost by having it painted with

"Arabic"
Refrigerating
Paint

Estimates furnished on application.

California Feed Co., Ltd.
SOLE AGENTS.

Ship Chandlery!

A COMPLETE LINE OF
Ship Supplies.

WILDER'S STEAMSHIP CO.,
No. 26 Queen Street, Opposite Boat
Landing.
TELEPHONE 304.

JOHN A. ROEBLING'S SONS
& CO.
Galvanized wire hoisting rope,
chute landing cables and
steam pulley cables.
TUBBS CORDAGE COMPANY,
HARTMAN'S RATJEN'S
Paint for iron ships.
WOOLSEY'S AND TARR
AND WILSON'S copper
paint for wooden vessels.
BOSTON & LOCKPORT
BLOCK CO. pulley blocks.